

KNOW YOUR OWN STATE



SOUTH CAROLINA





Peach Trees

Bennettsville

Ye Scale of Miles

Camden

Florence

Pee Dee River

Kingstree

Myrtle Beach

Georgetown

Summerville

Magnolia

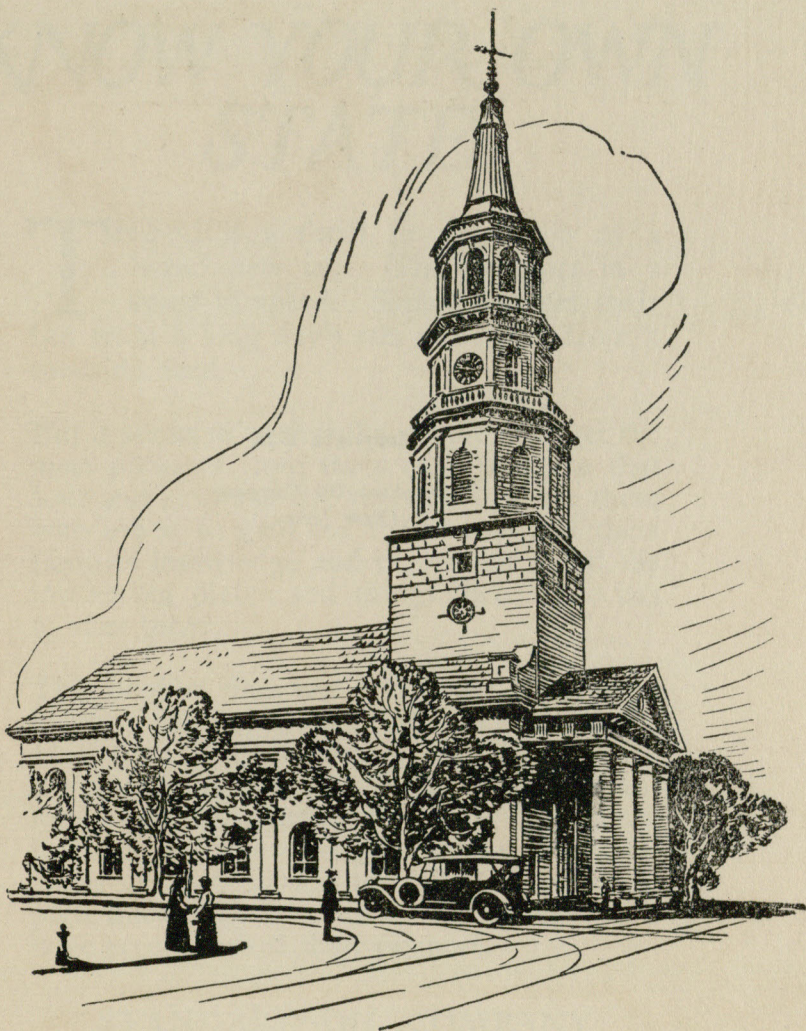
Charleston

Folly Beach

Parris Island

Beaufort

YE LABORS AND PLEASURES
OF YE CAR OWNERS IN YE EAST-
ERN PART OF YE PALMETTO STATE



St. Michael's Church, Charleston, an architectural gem

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Standard Oil Company
(New Jersey)

KNOW YOUR OWN STATE

THERE'S a thrill in the throb of a brand new car. There's sport in a spurt of speed. Some folks get their fun from a long day's run and some from a roadside feed.

But it seems to us that the people who get the most pleasure from their car—pleasure that lasts and grows as the years go by—are those who use it to gain for themselves and their families knowledge and enjoyment of all the interesting places and things their State has to offer them.

This booklet does not aim to be a complete history, geography or guide to your State. Half the fun of "Knowing Your Own State" lies in digging things up for yourself, in reading quaint old histories, in poring over maps, in exploring the byways. If the following pages get you started towards a more complete knowledge of your own State, they will have accomplished their purpose.

STANDARD OIL COMPANY

(New Jersey)

ONE of the most interesting books on botany was written by a journalist who studied his own back yard. The greatest European authority on the Chinese language was a professor who never went to China. Our countrysides are dotted with mute inglorious motorists who may never have had the time or the means to visit foreign lands but whose lives are nevertheless enriched by a vast fund of knowledge—historical, geographical, scientific. They “Know their own State.”

It is proverbial that the neighbor's field always looks greener, a distant State more romantic, a foreign country more picturesque, but it is equally true that the very place we live in looks just that way to a stranger. People come long distances to gaze at our historic buildings, to admire our picturesque scenery, to study our geology and botany, to explore our caverns, to relax and recuperate in our health resorts. But very often, we, who live here, know little or nothing of the interesting things and places which are only a few hours from our homes.

An Ideal Hobby The motorist who is not satisfied with merely piling up mileage will find “Know your own State” a delightful pastime. It is a game that the whole family can play. It is a relaxation for the grown-ups and an education for the young. It is inexpensive and therefore makes an ideal hobby. It is an aid to good citizenship; to know your own State is to like it better.

Teach While You Motor Teach your children to know their own State. The subject is interesting. The method is painless. No fear of their playing hooky from such classes. The motor is an ideal aid to the teaching of history, geography, both physical and commercial, geology, botany and nature study in general. The lucky child whose parents teach while they motor will be a brighter pupil in school, a happier child at home.

For Your Cousins and Your Aunts When your wife's cousin from Beaver Dam (Wis.) comes East you will want to show her the sights. Your tours will be voted a success if you take her to see the things that interest her most. Tell her the principal facts about each place. Give her lots to talk about when she gets back home. It will be easier to plan successful trips, suited to the tastes of each visitor, if you explore your State now, during your leisure moments. Then when your guests come you will be all set.

For You Yourself Last and not least, when it comes down to yourself, there is a very real pleasure in store for you when you "Know your own State." The man who knows the high spots of his State's history, a few simple facts about local geology, the names of a dozen roadside flowers, how to distinguish our common trees and shrubs, the best way to get to the State's landmarks, is by way of becoming a recognized authority in his community. It is surprising how little knowledge of this kind suffices to make a local reputation.

Here's something else. Sooner or later you will find some place that seems to exert a peculiar fascination over you. A place you like to go back to again and again. A place to build a home, maybe. Your particular spot may be just round the corner of some old country road which hundreds of main line motorists pass daily without noticing. Don't stick to the main roads in your trips. There are hundreds of miles of interesting side roads, well kept and free from traffic, waiting for you to explore. Who knows what you may find? For one thing you will find comfort, for they are certainly more restful to travel on.

The Best Time of the Year Don't limit your touring to July and August. There are wonderful motor days every month in the year. Besides, a closed car makes all weather good weather. All-year-'round drivers are a healthy bunch. Freedom from colds and sickness, freedom from blues and worries, is their reward for the little extra work it takes to keep the car going all the year 'round.

Everybody gets enough fresh air and sunshine in the summer months, but you need them even more in the fall and winter. Keep the car in commission so you can take advantage of every opportunity. The outing habit is a healthy one for body and mind. It will help you to feel fitter and work better.

Things to Take Along Maybe you will merely wish to take along a camera and some lunch. Maybe light cooking equipment for a meal outdoors. Maybe tents and

blankets for the more adventurous. If you have not done anything of this sort before get some friend to advise you. There is also plenty of literature now-a-days on motor camping, even magazines devoted to it. There is no need to spend a great deal of money on equipment. The 5 and 10 cent stores yield a surprising number of useful articles for campers. Sturdy equipment from army and navy stores can complete your outfit. If you want lighter or more refined equipment get a catalogue from some first-class outfitter.

If you are a golfer, by all means take your clubs along. You may not be planning to play now, but you will want to when you see the sporty courses at some of the resort hotels. Many private clubs, too, welcome visitors by arrangement with the local hotel. Maybe what your game needs is a change of scene.

Your bookseller can get you pocket books with pictures and descriptions of local birds, flowers, butterflies and trees. Easy to carry and easy to use. They supply the answers to the kiddies' thousand and one questions. Finally, don't forget to take this "Standard" Tour Book along. You will need the maps and the information it contains.

Plan Your Tour It is not enough to look up the map before starting. You ought to know beforehand all about the historic and scenic landmarks you will pass. With the motor purring quietly and steadily it is so easy to slip past some historic place before you know it. So read up about the trip and study the maps the night before. The hours of daylight are

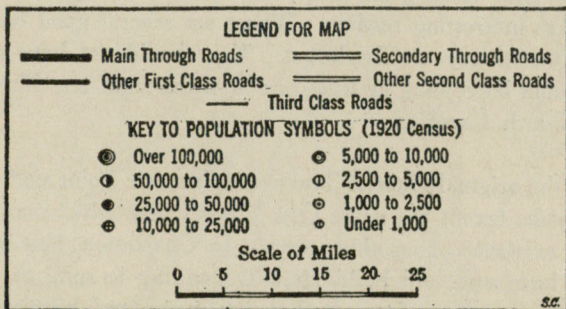
usually all too short and nobody wants to waste time hunting for the destination after you are on the way. The people you meet, even natives, are proverbially poor at telling you how to get anywhere. The map is a better and safer guide and the place to study it is at home. Besides, planning a trip is almost as much fun as taking one.

Is the Car Groomed? Be sure the car is in good shape. An hour spent now in going over it may make all the difference in the world to the pleasure of your trip. If you don't care to do it yourself have the garage or service station man do it. Better fill up the tank. It's bad business running out of gas in strange territory. Have you plenty of clean fresh oil? Might be better to drain, flush and fill your crankcase now—it should be done every 500 miles anyway. Has the battery been tested? Are your lights O.K.? Is the spare tire inflated? How about giving the grease cups a turn? Have you chains with you?

We don't like even to think of trouble, but are your tools, pump, and jack on board? If you plan to go on the byways in spring or fall it might be a good idea to stuff a couple of burlap sacks under the rear seat. They come in mighty handy to give your back wheels a grip if you get stuck in a soft spot.

People who do much driving off the beaten track when the frost is coming out of the ground or after heavy rains even take a length of flexible wire rope with them. Then they can make the engine pull the car out of any mud hole by tying one end of the

rope to a tree or other solid anchor and the other end to a spoke of a rear wheel. Arrange the rope so that when the rear axle rotates the cap of the hub will act as a capstan and wind up the rope. Here's hoping you'll never have to do it, though. And now all aboard for our first tour.



Legend and Scale for sectional maps in this booklet

YOUR STATE

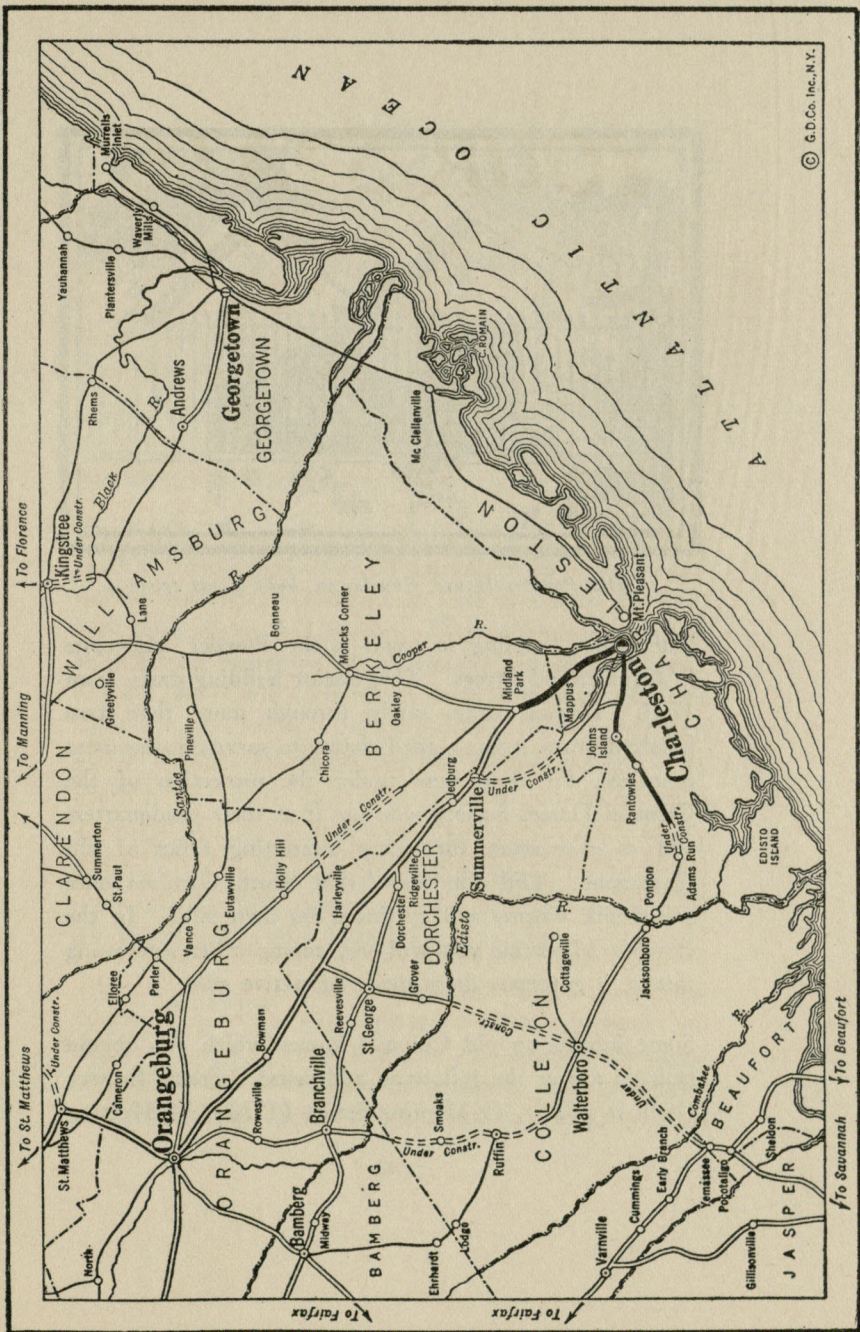
Charleston— Birthplace of the State

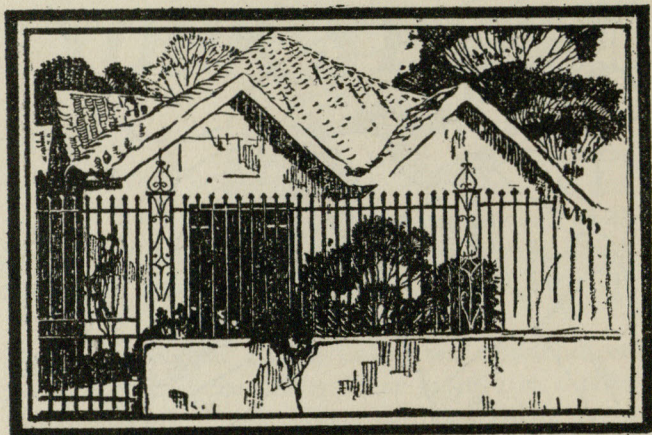
Of course our first tour will be to Charleston, which is not only the birthplace of the State, its first capital, and its chief city but which has also been the chief scene of action in most of South Carolina's historic events.

The first permanent English Colony was established on the west bank of the Ashley River in 1670 at a place called Albemarle Point. There the pioneers laid out a town and called it Charles Town in honor of their king. The place however was unsuitable for a city and within two years most of the colonists had moved over the river to the present site of Charleston, where a settlement grew up under the name of Oyster Point Town.

How this town grew and prospered and changed names makes interesting reading. There are several good books on the history of Charleston. You should not have any trouble borrowing at least one of them from any library in South Carolina.

Of the original Charles Town at Albemarle Point nothing remains except the name Old Town Creek which implies the existence of an older town. In Charleston, however, we have some old buildings still standing in spite of the ravages of time, fires, earthquakes, wars, and hurricanes for Charleston has come through all of these.





Old Powder House, Charleston, built about 1703

The oldest building in town is the Powder Magazine in Cumberland Street. This quaint building dates from 1703. Having come safely through more than two hundred years, it has a good chance to survive many more centuries, for it is now under the protection of the Colonial Dames Society who use it as their headquarters and as a museum for many interesting relics of old Charleston. Did you know that South Carolina once raised silk worms and produced its own silk? In the Powder Magazine you will see, among other interesting things, a gorgeous dress made of native silk.

Some interesting old Colonial homes which you should look up are at the following addresses: 8 South Battery (built in 1758), 15 Meeting Street (1770), 34 Meeting

Street (1760), 35 Meeting Street (1755), 59 Meeting Street (1760), and 72 Meeting Street (1770). Be sure to visit the Pringle House on King Street. It is an outstanding example of a Colonial planter's home and is filled with beautiful old furniture, pictures and china.

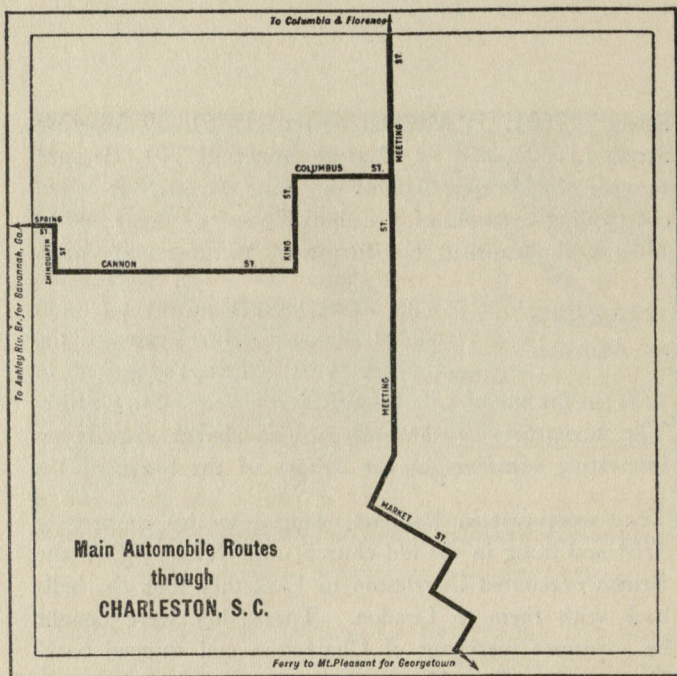
*The Bells of
St. Michael's*

The oldest church in the city and one of the architectural gems of the country is St. Michael's erected in 1752 on the site of Charleston's first church—St. Philip's. The adventures of the bells of this church provide an interesting summary of the history of the town.

They were cast in England, shipped to this country in 1764 and hung in the old church until 1782. When the British evacuated Charleston in 1782 they took the bells back with them to London. There they were bought by a former merchant of Charleston and shipped back. During the Civil War they were sent for safety to Columbia, but when General Sherman burned that city in 1865, two were stolen and the rest so injured as to be useless.

In 1866 the remaining bells again crossed the Atlantic and were recast from the original patterns. Crossing the ocean for the fifth time they were replaced in 1867 in the belfry where they have hung ever since.

Fort Moultrie— South Carolina's entry into the
A Famous Name— Revolutionary War occurred at
A Famous Place Charleston in November 1775 when
Colonel Moultrie returned the fire of
two British war ships. In June '76 the battle of Fort



Moultrie was fought, resulting in a victory for the Americans that left the city free from foreign interference till 1780.

In Fort Moultrie you will find a stone recalling another, and less known war, in which South Carolina troops took part. It is the grave of Osceola, craftiest Chief of the Seminole Indians, who was their leader in the second Seminole War. He was taken prisoner in 1837 and died at the fort. If you visit the U. S. Military Academy at West Point [N. Y.] you will see another Seminole War Monument erected in memory of Major Dade and his two comrades who were massacred by Osceola's men.

*Where the Civil
War Started*

Some eighty years later the spiking of the guns in Fort Moultrie and the occupation of Fort Sumter constituted the first act of hostility in the Civil War. Charleston's part in the war provides enough material for a book in itself. The first shot of the war was fired by cadets from the Citadel—Charleston's historic military school. The old Citadel is one of the most striking buildings of the town.

The First Torpedo

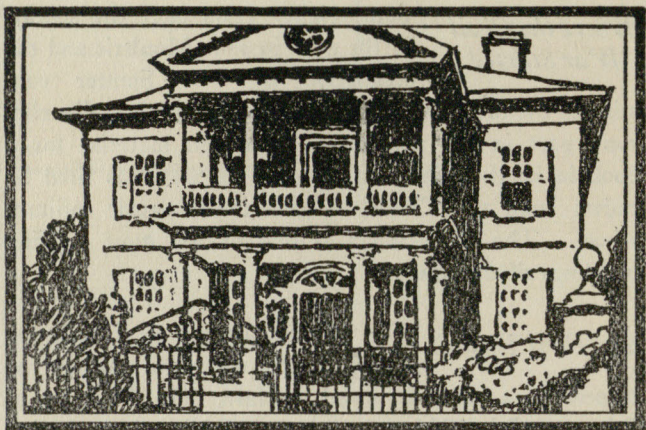
The various attacks on Charleston saw the first successful use of the torpedo as a factor in naval warfare. On the night of February 17th, 1864, a confederate "fish" sank the Union sloop "Housatonic" off Charleston bar. As we go to press the President has signed an executive order making Castle Pinkney, near the spot where the sinking occurred, a national monument.

The Swamp Angel

Another feature of the attacks was the use of a long range gun for the bombardment of the city. A rifled cannon firing a 200 lb. shell was mounted in the marshes between Morris and James Islands and shelled the city at a range of 7,000 yards. Marks of this, and other bombardments of the city are still visible.

*The Gardener's
Paradise*

But Charleston has other things to show its visitors besides war relics. Quaint streets, old world gardens hiding behind weather beaten walls and beautiful iron railings and gates, semi-tropical trees and flowers, and



*Pringle House, Charleston, a splendid example of
Colonial architecture*

bracing breezes from the sea are but a few of the attractions that Charleston offers to her guests. To the people from the up country, the sight of the big ocean-going steamers and the swift torpedo boats is one of never failing interest. If you are tired of looking at acre upon acre of red clay, drive down to Charleston for a day or two and feast your eyes on the views of sky and sea from the Battery.

Fifteen miles up the river is Magnolia-on-the-Ashley with its beautiful gardens. Travelers who have seen the famous gardens of Europe and Asia say that none surpasses Magnolia Gardens. Camellia Japonicas, Azalea Indicas, colorful masses of semi-tropical flowers, native magnolias, moss-covered live oaks, lawns that have been carefully tended for generations, make this a place that writers and artists have commemorated in their works. It is well worth a visit at any time but particularly in

February, March and April when the Camellias, and after them the Azaleas, are in bloom.

With such a wonderful climate it is only natural that South Carolina should be a gardener's paradise, and hence a botanist's. We wonder how many names of beautiful flowers are associated with South Carolina and its citizens. For instance, Gardenia—named for Dr. Garden who once owned an estate near Charleston, and Poinsettia—named for Joel R. Poinsett who is buried in the old churchyard at Statesburg. Here are two beauties for a start. Who can add to the list?

*A Deserted
Village*

Students of architecture will be interested in an old church tower that stands off by itself some six miles southwest of Summerville. It marks the site of what was once the prosperous village of Dorchester—an important place if we may judge by the fact that the church was designed by the famous London architect, Sir Christopher Wren. It was built about 1719. The tower still stands but the original village has long since disappeared. Some early crossword puzzle artist called Wren "the little bird who builds large nests." He was, for he designed St. Paul's Cathedral and some fifty other churches in London, and, in this country some of the early public buildings at Annapolis, Md., and Williamsburg, Va. Also the first Custom House at Charleston.

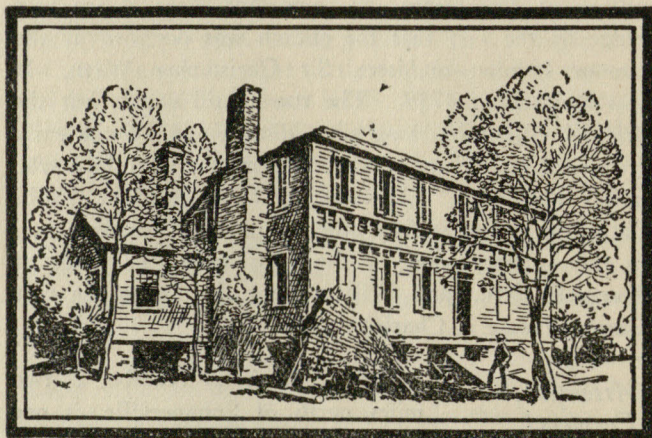
*Attention,
Farmers!*

On State Highway Number 2, two miles north of Summerville, is one of the branches of the South Carolina Experiment Station operated by Clemson College. Every

farmer motorist who is interested in getting the most out of the good black soil of the Low Country should visit this station. The farm is devoted to solving the agricultural problems of this section. Drop in and see what they are doing in the way of crop rotation, fertilizing and truck farming. You will be welcome.

*The Historic
Santee*

Coming back to the Appalachian Highway and proceeding north we soon reach the historic Santee River—the Home of the “Swamp Fox.” The river is now crossed by a fine bridge which is not only an important link in the great coastal highway but it is also of local importance, as it brings together the Pee Dee and Charleston sections between which motor travel was formerly inconvenient.



The home of General Marion at Belle Isle

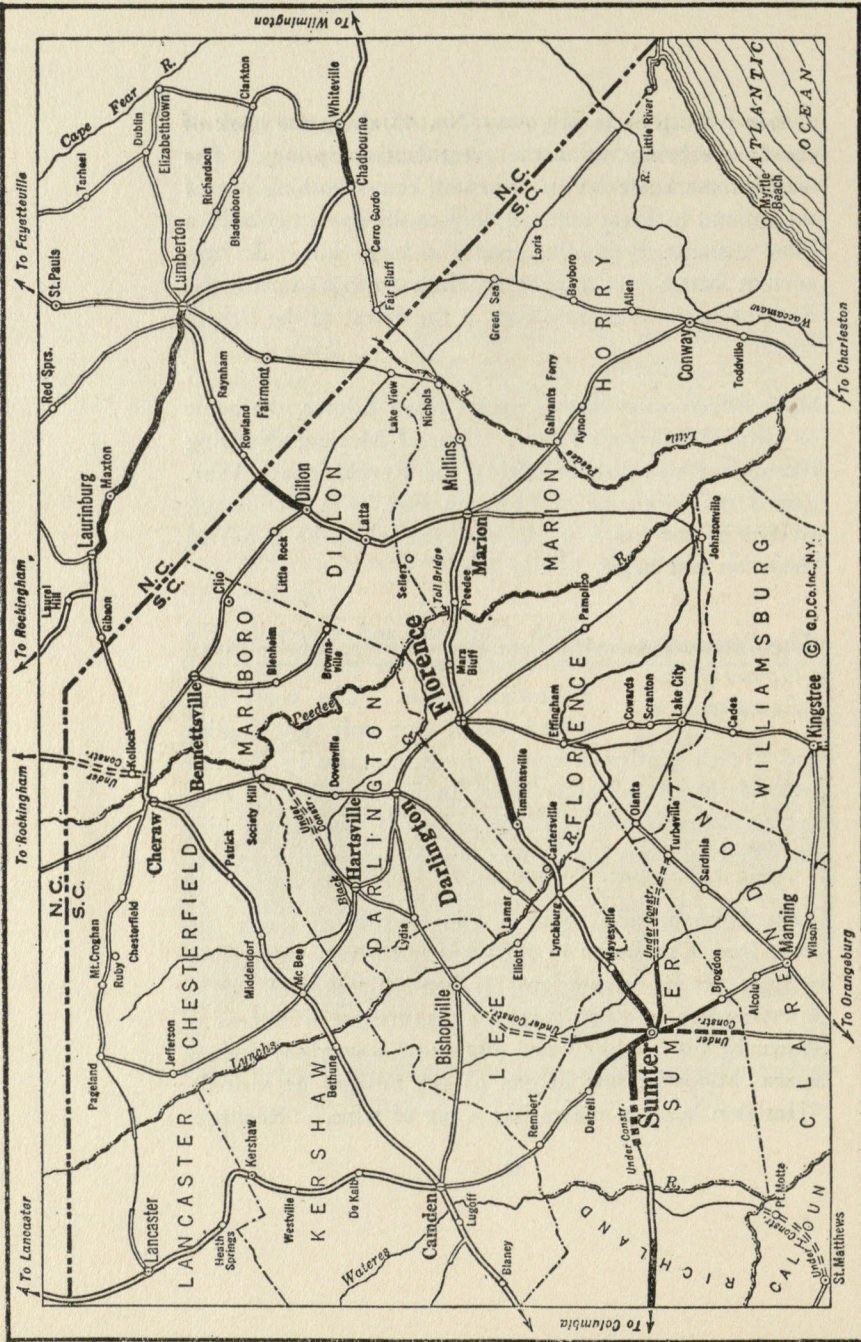
A side trip up State Highway No. 45 along the bank of the Santee brings us to the great Eutaw Springs. The water, remarkable for its clearness, comes gushing out of the ground in great volume, only to disappear again in a short distance by passing under a large hill. An important battle was fought at these springs during the Revolutionary War, resulting in the defeat of the British troops.

Some fifteen miles farther up we reach Elloree, the home of General Marion's father. General Marion, operating throughout this district during the Revolutionary War, gained the nickname of "Swamp Fox." A monument, erected by the State, marks the spot where he is buried beside his old home, "Belle Isle."

*The Plantation
Homes of the
LowCountry*

South Carolina and especially the coastal section has many fine old plantation homes. The coast was settled early, not only by English and French gentlemen from Europe, but also by English from Barbados and other West Indian Islands. In fact, during the early history of the colony its association with the West Indian planters was closer than with England.

John Lawson, who made a trip northward along the coast from Charleston in 1701 has left a very interesting account of the plantations, Indian villages and virgin forests which he saw. He is a picturesque writer as is shown by his life-like word picture of a very old Indian squaw whom he saw in one of the villages he visited: "Her skin hung in reaves like a rag of tripe." Realistic,



to say the least! His quaint narrative is easily available as it has been reprinted and should be found in every public library in the Carolinas.

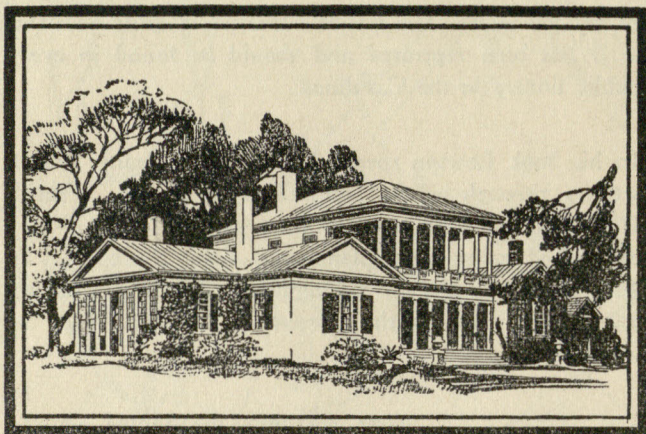
In his book Lawson speaks highly of the many French settlers through whose plantations he passed. French Huguenots came to the Carolinas as early as 1679 and established many large plantations along the coast. In 1692 there was already a Huguenot Church in Charleston on the site of the present picturesque place of worship.

*When George-
town Grew
Indigo*

After we cross the Santee we can take a side trip down to one of the earliest settlements in the State.

Georgetown, at the head of Winyah Bay dates from 1700. In the early days the cultivation of indigo was introduced around Georgetown and the Winyah Indigo Society was an influential factor in local affairs. By the way, do you know how, when and where rice was first grown in America? It was purely accidental, yet this Asiatic plant thrived so well in the Low Country that for a long time the South was the principal commercial source of supply.

In the Revolutionary War Georgetown was captured from the British by General Marion and later again attacked by the English troops. When General Lafayette came to the assistance of the young republic in 1777, it was at Georgetown that he first set foot on American soil.



Historic Anderson House near Sumter

*If You Hunt or
Fish*

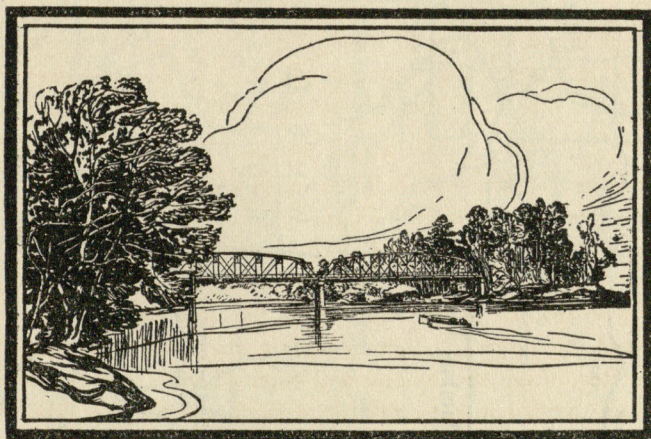
While you are in Georgetown it might be a good idea to look into the possibilities of getting some hunting either immediately or at some later date. This is a great hunting district and it might pay to look the land over now. Then when the season comes you will save valuable time.

Fresh water fishermen will be interested in going northwest from Kingstree into Clarendon and Sumter Counties abounding in streams and with several good lakes. At Scott's Lake for instance they can enjoy good fishing with a little history on the side. On the bank of the lake stands the largest Indian mound in the State. During the Revolution this mound was fortified with a stockade by the British in their efforts to catch the Swamp Fox. It is known in history as Fort Watson. Brewington

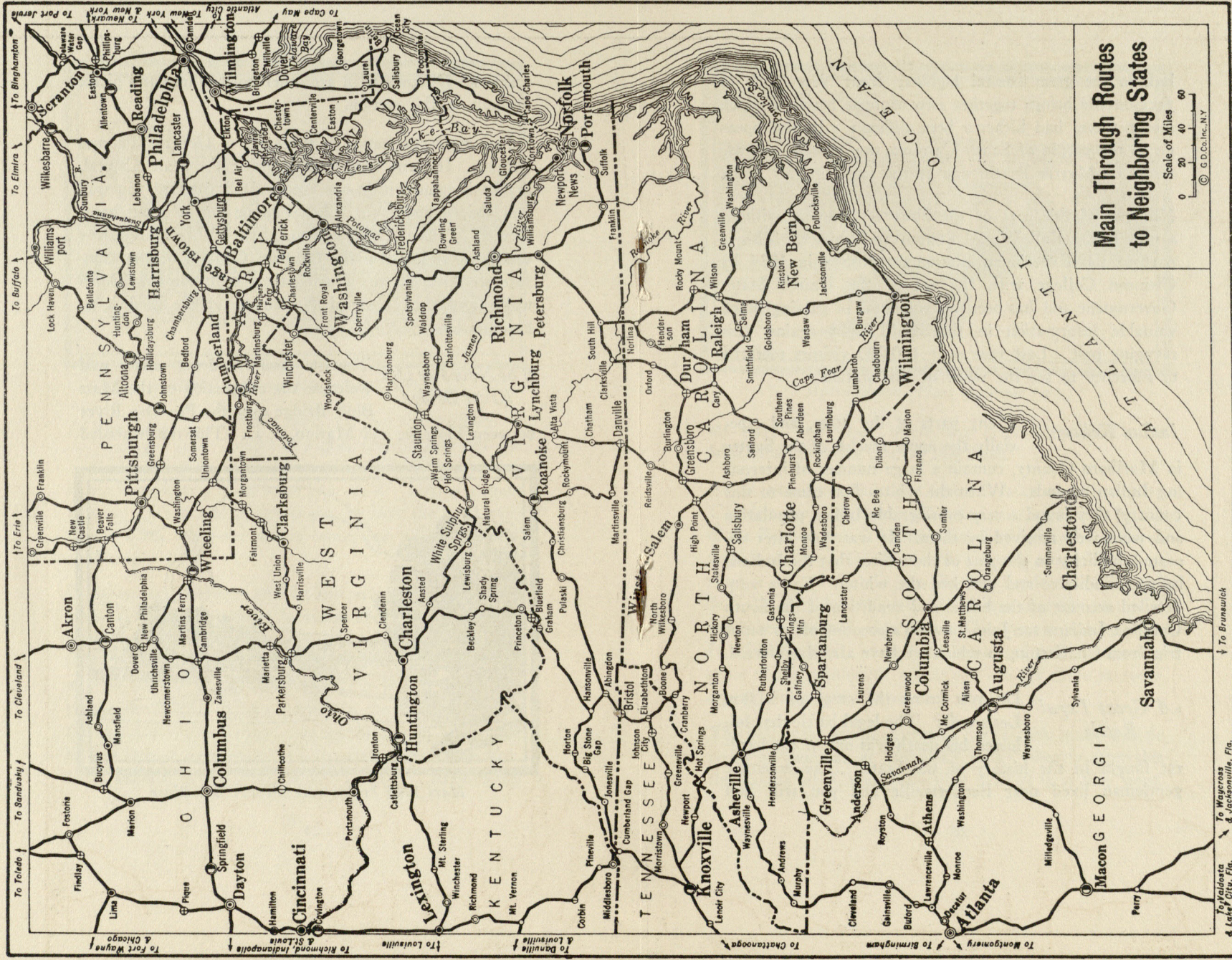
Lake and Dinkin's Mill are other good fishing and picnic grounds in this section.

Statesburg is interesting as the home of General Thomas Sumter. It came very near to being the State Capital, in fact it came within one vote. At Statesburg you will find the beautiful old colonial home where Lieutenant-General Richard H. Anderson, of the Confederate Army was born and where the Surgeon General of the Confederate Army lived. During the Revolution first Cornwallis and then General Nathaniel Greene used it as headquarters.

The New Pee Dee River Bridge Tourists and residents alike will welcome the completion of the Mars Bluff Bridge over the Pee Dee River between Florence and Marion, S. C. This much needed



Mars Bluff bridge over the Pee Dee River



Main Through Routes to Neighboring States

Scale of Miles

© G. D. Co., Inc., N. Y.

To Valdosta
& Lake City, Fla.

link in the great coastal highway from New York to Jacksonville brings together two counties between which motor travel had hitherto been difficult. It also opens up to the people of South Carolina the popular summer resort of Myrtle Beach, one of the finest in this State.

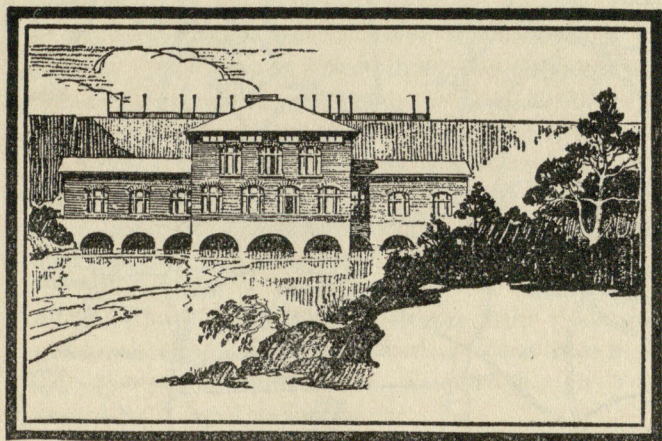
No tour of this part of the State is complete without a visit to the Boll Weevil Station at Florence. This is part of the Experiment Station established in 1914 by Clemson College with the aid of the United States Government and has been instrumental in gaining much valuable information in the uphill fight against this ravaging pest. Last year over 100,000 visitors motored to Florence to see the work of this station.

Indian Relics

Many parts of the State, and especially the upper reaches of the Santee in Marlboro County, contain a large number of interesting Indian mounds. When the whites first came to this country, they found a very considerable Indian population and were well received by them. It was only after repeated duplicity on the part of the whites that the Indians became vindictive and attacked the whites. For a very detailed account of the habits and condition of the South Carolina Indians see John Lawson's account of his canoe trip from Charleston, to which we have already referred.

A Great Legal Battle

Do you know the story of Mason Lee's will? The legal battle that followed his death was one of the hardest fought in the history of the State. This eccentric gentleman lived near Bennettsville and you will find

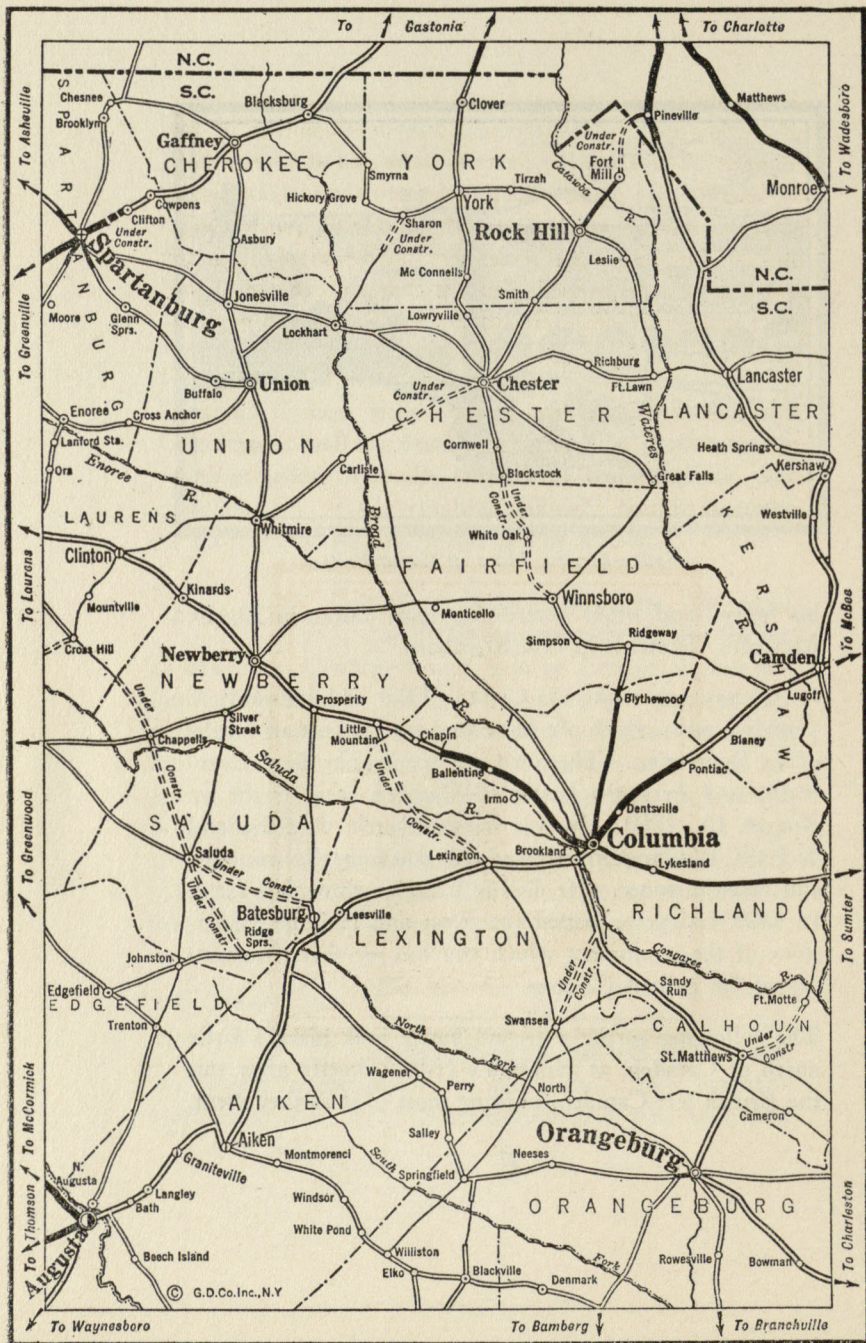


Hydro-Electric Plant at Great Falls

his story—and other interesting local tales—in D. D. McColl's "Sketches of Old Marlboro."

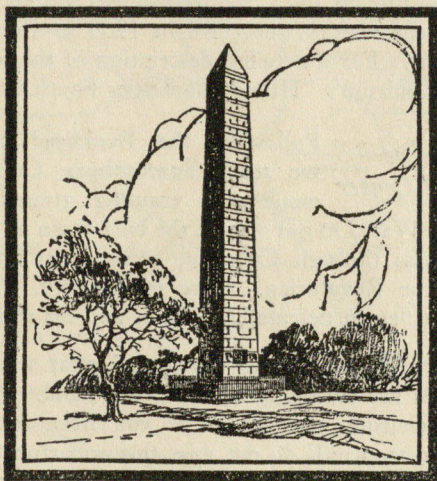
At Cheraw we strike the Capitol Trail and follow it to Camden, with which are associated two important battles of the Revolution. The town was fortified by Lord Cornwallis and here the battle of Camden was fought on August 16, 1780. It was in this battle that General de Kalb, Washington's trusted aid, was mortally wounded and taken prisoner. He died in Camden three days later. In 1825 Lafayette visited the town and laid the cornerstone of the monument which you can see there in memory of the gallant German.

The following spring a second battle took place a little north of Camden, at Hobkirk's Hill. Shortly after this the British left Camden, burning most of it as they went.



A few miles up the Catawba River from Camden is one of the biggest hydro-electric power developments in the country. The Catawba River is harnessed at Great Falls by several large plants which generate over 150,000 horse power. This power operates thousands of South Carolina spindles, looms and street-cars, besides supplying light and heat to a large section of the State. It is one of the great industrial achievements of the South and is well worth a visit.

All roads hereabouts lead to the county town of Chester, and they are good roads, too. Let us follow State highway No. 20 northward from Chester through York toward the North Carolina border.



Monument on King's Mountain commemorating the battle fought in 1780

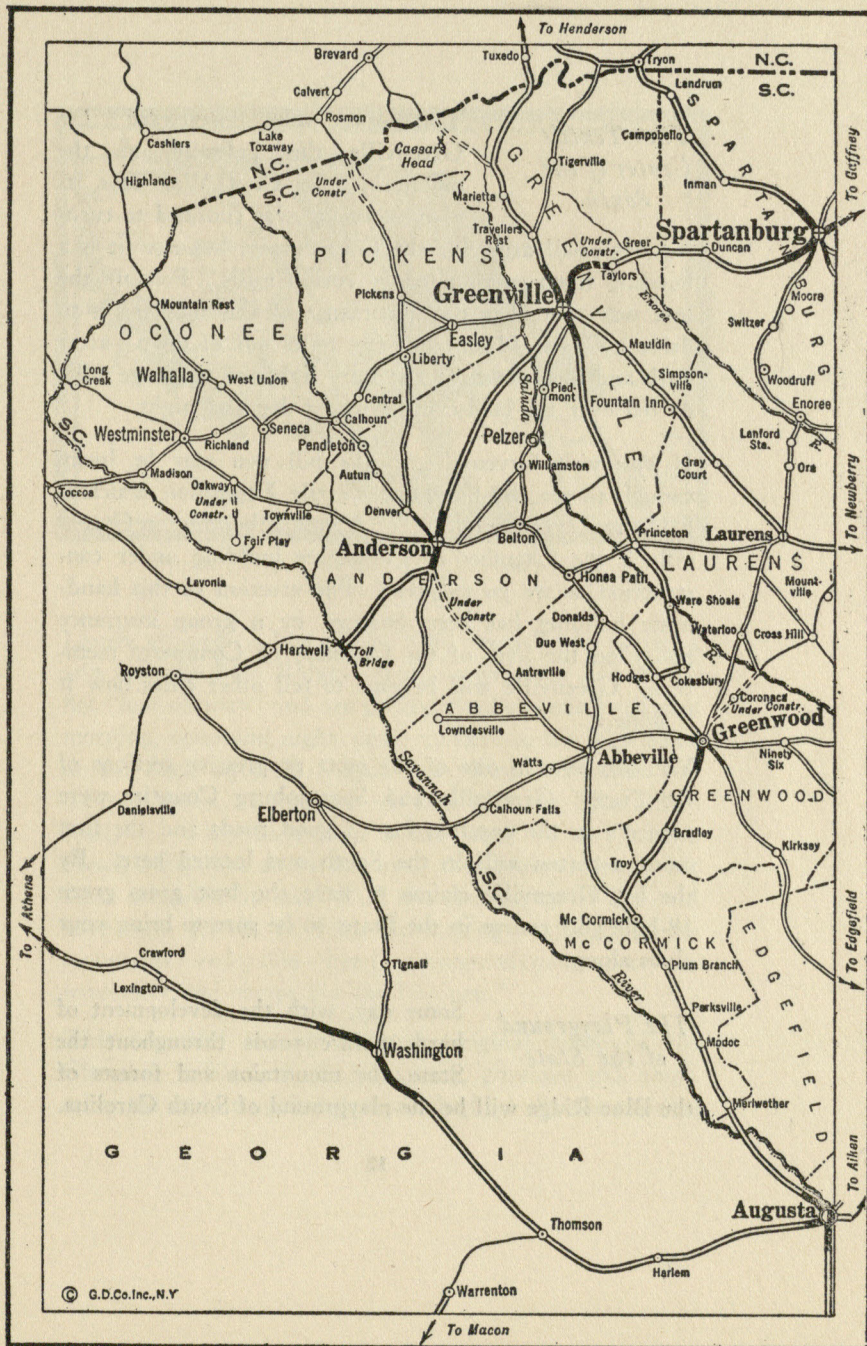
The Battlefield of King's Mountain Within a few miles of the line we come to a very famous battlefield—King's Mountain. In his book, "The Winning of the West," Theodore Roosevelt devoted a whole chapter to this battle. He says of it: "The victory was of far-reaching importance and ranks among the decisive battles of the Revolution—the turning point in the southern campaign."

The battle was fought on October 7, 1780, between about 900 American backwoodsmen under Colonel William Campbell and about 1,100 loyalist troops under Major Ferguson. Both these commanders were killed and over six hundred of the British were taken prisoners.

Three monuments have been erected to commemorate this battle. The first in 1815, the second in 1880 on the centennial of the victory, the third in 1909 by the Federal Government. For a detailed description of the battle see J. P. O. Landrum's "History of Upper South Carolina."

A Great Industrial Center Following the Bankhead Highway we reach Spartanburg County, famous as a training ground during the World War. On our way to the busy town of Spartanburg we pass through Cowpens, scene of an important battle of the Revolution. Here in January, 1781, the American riflemen defeated Tarleton and his men.

Spartanburg County is now a scene of great activity, for cotton mills are springing up on every hand. Many of the mills welcome visitors, so if you have never been through a cotton mill do not miss this opportunity. Spartanburg itself is an educational as well as an industrial center. Here are located Wofford College for men and Converse College for women.



*The Textile
Center of the
South*

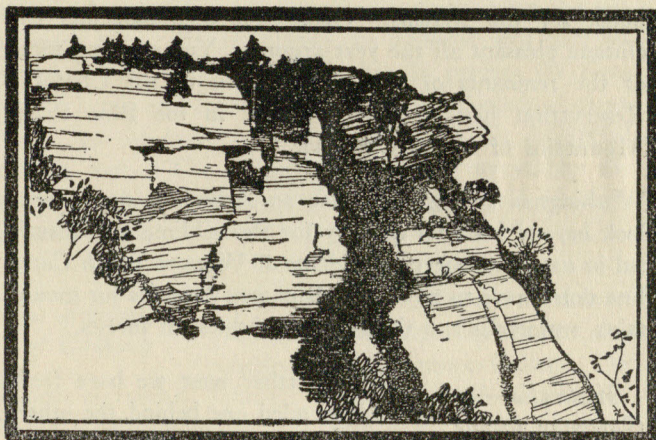
Thirty-six miles westward lies Greenville—the gateway to the mountains. In Civil War days its manufacturing was confined to turning out small arms for the Confederacy, but now it is a bustling town surrounded by cotton mills. Possibly the best way to realize the importance of this industry is to drive up Paris Mountain—five miles out of town—after dark and look down on the fairy lights of the huge mills dotted over the landscape, working day and night.

If you visit Greenville in the fall you may be lucky enough to see the Southern Textile Exposition which is held there every second year. A unique building in Greenville is the Chamber of Commerce building under construction as we go to press. The erection of this handsome building has been financed by a group insurance policy on the lives of the Chamber of Commerce members. Greenville will be glad to tell other cities how it is done.

You are now in one of the most progressive sections of the State. Greenville and Spartanburg Counties were pioneers in the construction of good roads and the first modern cotton mill in the South was located here. By the by, Greenville claims to have the best grass green 18-hole golf course in the State, so be sure to bring your clubs along.

*The Playground
of the State*

Some day, with the development of hard surface roads throughout the State, the mountains and forests of the Blue Ridge will be the playground of South Carolina.



*Caesar's Head, one of South Carolina's great
natural landmarks*

Lovers of outdoor life will be well rewarded by taking a trip into the Blue Ridge. If you spend your life in the flat "low country" and are getting tired of seeing red clay morning, noon and night, come up here to the high point of the State with its magnificent views over miles and miles of forest. Come and see how blue the Blue Ridge really is. They have built a new road up to Caesar's Head, 3,227 feet above sea level, the highest point in the State accessible by car. With the opening up of the road have come all the facilities for making your stay in the mountains enjoyable—hotel accommodations for the tenderfeet and camps for the "he-men."

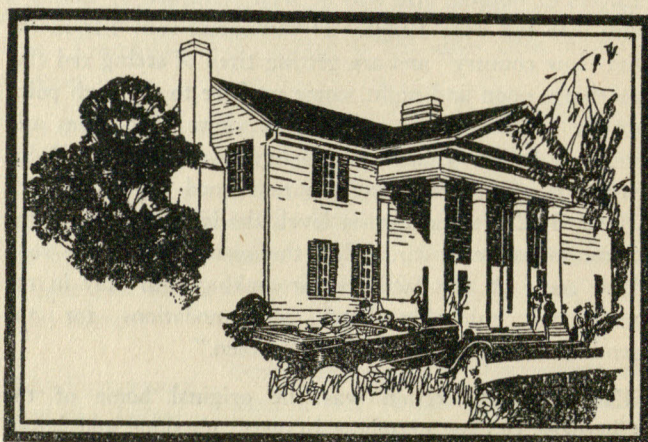
This beautiful section was the original home of the Cherokee Indians of whose bravery, physique and hospitality the early travellers speak so highly. It was an ideal

home for the Indians. Game was abundant and the climate pleasant all the year around. You can find some of the remnants of this great nation in the Cherokee Reservation just across the border in the Blue Ridge Mountains of North Carolina.

Washington Irving said that an American need never look beyond his own country for the sublime and beautiful in natural scenery. Residents of Western South Carolina don't have to go out of their own counties for mountains, waterfalls and the green restfulness of forests.

*Walhalla—
Gateway to the
Mountains*

A little further west we have fresh wonders, piled one behind the other, the hills around Walhalla. From this town a well graded road leads into the mountains to Highlands, N. C., a distance of 34



Calhoun Mansion, Clemson College

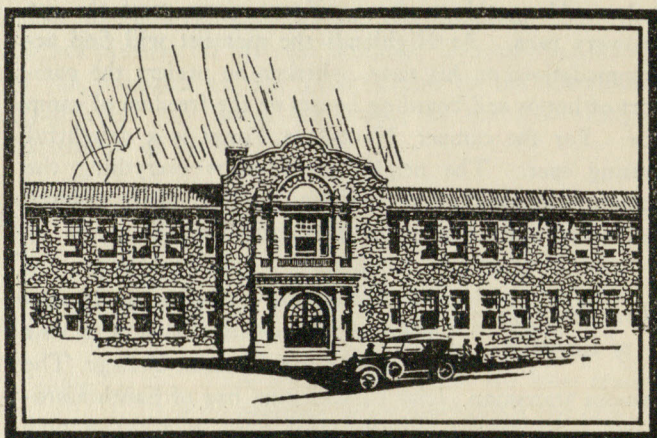
miles. Along this road magnificent views greet the eye at every turn. At Highlands the motorist will find accommodations to his taste, whether he prefers the comfort of hotels and boarding houses or the freedom of camp life. For the camper, Nantahala Forest is a delightful resting spot. The neighborhood offers everything the vacationist could desire—riding, tennis, golf, fishing, swimming and innumerable picturesque hikes.

The Birthplace of Calhoun

When you are up in the northwestern part of the State be sure to visit Anderson and Clemson College. The famous statesman, John C. Calhoun, one of South Carolina's most famous citizens, was born in what is now Abbeville County and, when not in Washington, spent most of his time at Calhoun Mansion, now a part of Clemson College.

Clemson Agricultural College, one of the State's chief educational institutions, offers splendid opportunities for study in Agriculture, Engineering and Textiles. Farmer motorists will be particularly interested in meeting the professors at the College who have charge of the Agricultural Experiment Farm which is doing so much to help farmers throughout the State.

Here are a few suggestions for trips around Anderson: High Shoals, a beautiful showplace ten miles west of town; Andersonville with its fine camp site and picnic grounds; Sunset Forest, a handsome summer home with magnificent grounds open to the public; and Old Stone Church, near Clemson College.

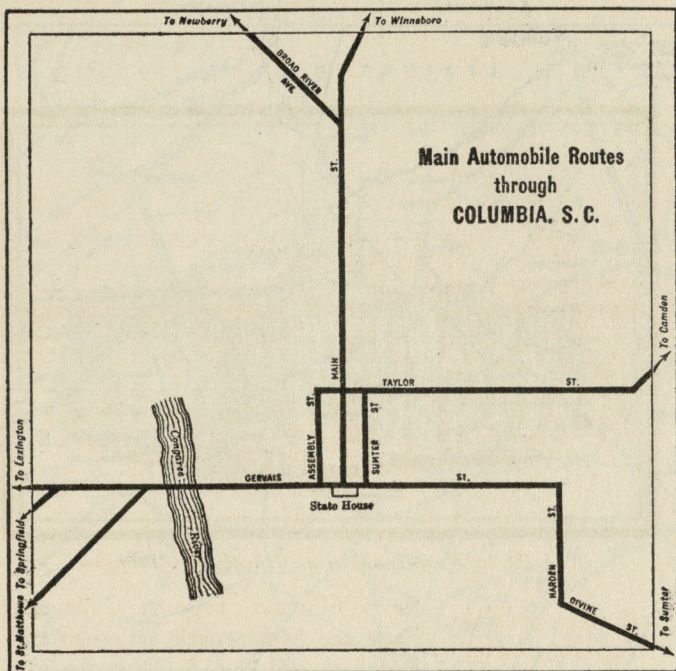


The De la Howe Industrial School at Willington

*A Remarkable
State Institution*

At Willington, between Calhoun's Falls and McCormick, is one of the most interesting public institutions in South Carolina. The De la Howe State School is said to be the oldest manual training school in the United States. In 1797, Jean De la Howe, French emigrant, physician, judge and philanthropist, left 2,000 acres of land along the Savannah River for the establishment of the school as a training place for agricultural pursuits.

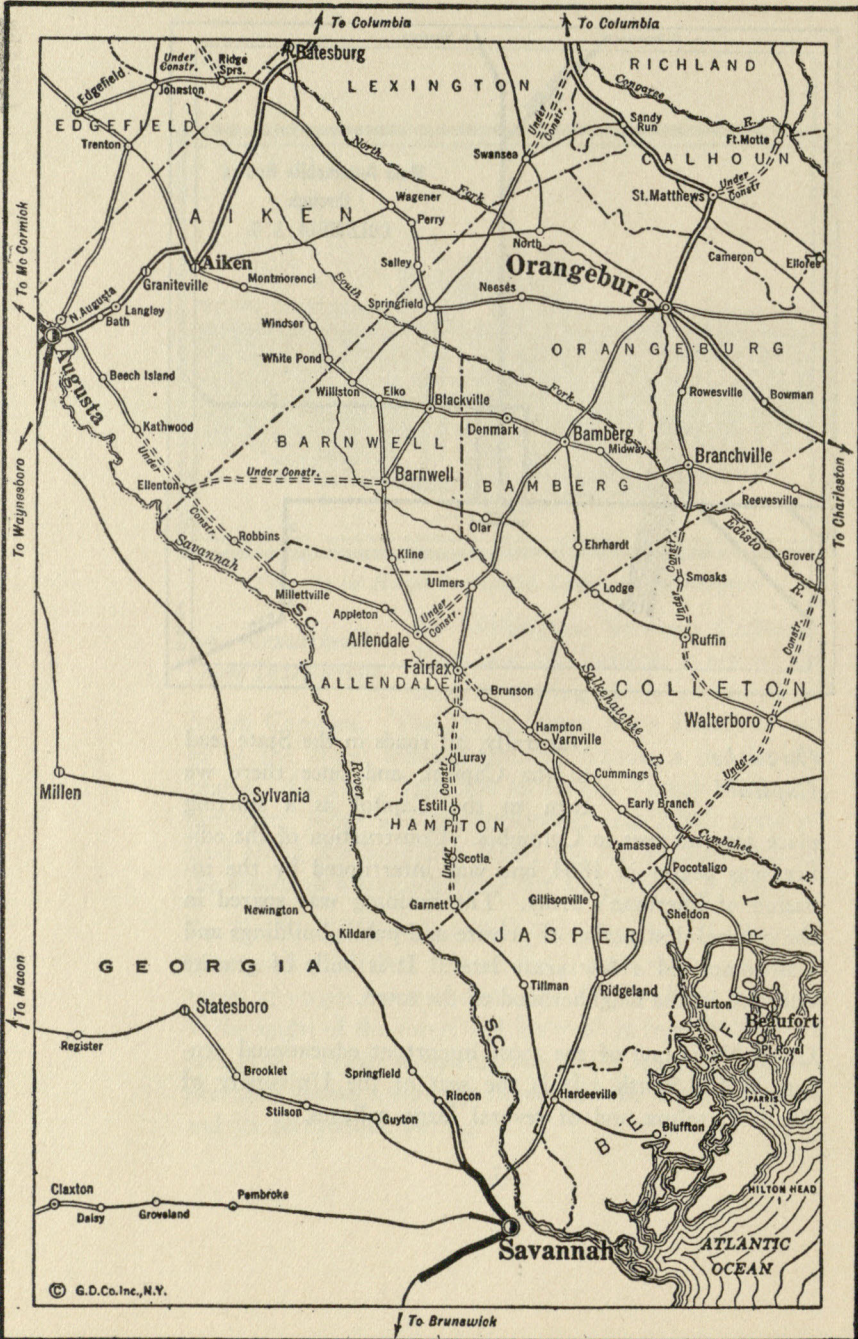
By Dr. De la Howe's will, 1,000 acres is to be kept in forest and as a result this section is now one of the finest tracts of virgin forest in America. De la Howe is buried in the midst of the forest and his tomb is remarkably well preserved. While somewhat out of the way, this institution well repays a visit, by reason of both historic interest and its picturesque setting.

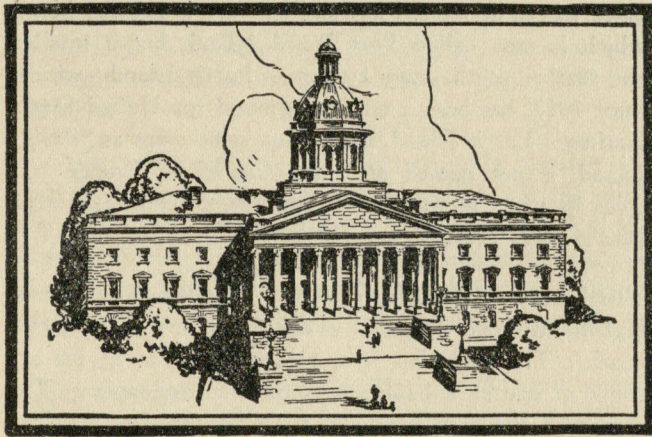


On to the Capital!

Naturally, all roads in the State lead to the Capital, and once there we turn to the Capitol as a starting place for our visit to Columbia. Construction of the edifice was begun in 1864 but was interrupted by the invasion of Sherman's army. The building was spared in the general destruction of private and public buildings and was completed a few years later. It is built of granite quarried in the neighborhood of the town.

Columbia is one of the most important educational centers in the South. It is the seat of the University of South Carolina and of several large colleges.





The State Capitol at Columbia

You may be interested in seeing the boyhood home of Woodrow Wilson at 1705 Hampton Avenue. The late president was born at the Presbyterian Manse at Staunton, Va., described in one of our Virginia tours, and came to Columbia in 1870. Here he attended school until 1874.

*The First
Explorers*

We started our tour of the State with a visit to the first permanent settlement on the Ashley River. We shall close it with a trip down to the place where the first explorers landed in what is now South Carolina.

In 1562 the French Captain Jean Ribault, founded a colony on an island at the mouth of the Broad River. He named the sound and the island—Port Royal. The

place where he landed and built a fort is not the island which is now called Port Royal Island, but a smaller one further south—now known as Parris Island—which, since 1917, has been a training ground for United States marines. Parris Island, marked on some maps as “Paris” Island, is not named after the Capital of France. It owes its name to the Parris family who were once large land owners here.

The history of Ribault’s colony is a pathetic one. First, high hopes, hopes of gold. Then dissension, mutiny, and death. The story has been preserved for us in the account of one of Ribault’s assistants—Laundonniere. The record of the first colony in the Carolinas has been reprinted as Bulletin No. 5 of the Historical Commission of South Carolina. Every Carolinian who is interested in studying the history of his State should try to get access to a copy.

Save the Forests! Tourists, automobiles and otherwise, will do well to be familiar with the fire laws of the States they visit. The annual loss of timber and the damage to property, game and watersheds due to the carelessness of hunters and tourists is appalling. Every bit of it is preventable. Do your share toward saving our forests and our game by knowing the law and respecting it. Write to the State Department of Conservation or ask the local foresters for a copy of the fire laws.

Resident Game Licenses (good for county of residence only) cost \$1.10. A non-resident of a county pays \$3.10 for a county game license. To non-residents of the State

the cost is \$15.25. Non-resident fishing licenses cost \$3.10. For full information on the game and fish laws of South Carolina write to Chief Game Warden, Columbia.

The places mentioned in this book all make suitable objectives for week-end or one-day trips. That is the ideal way to see and learn to know your own State. A little every week-end, a new route, a new landmark to visit, a new place to read up about. Pleasant, healthful, and instructive trips just as often as you can work them in.

Tours Through Other States

When it comes to planning a longer trip, a two or three weeks' vacation, say, write "Tour Department" Standard Oil Company of New Jersey, 26 Broadway, N. Y. for similar tour booklets on any one of the following states: New Jersey, Maryland, Virginia, West Virginia, and North Carolina.

Any of these booklets will gladly be sent, free of charge, to motorists planning trips through these states. The booklets are uniform in style to this booklet on your State. They cover many places of historic and scenic interest that you may miss unless you know about them before you start on your trip.

Through Routes

Motorists from other states passing through from North to South or vice versa should certainly plan to include the following places of interest on their trip: Entering from Rockingham (N. C.) go through Cheraw, Camden, Columbia, and Aiken to Augusta (Ga.) for Atlanta and points South.

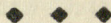
If entering the State further west from Charlotte (N. C.) go through Spartanburg, Greenville, Anderson, to Athens (Ga.) and thence to Atlanta. If coming from the extreme western part of North Carolina your route runs through Asheville (N. C.) Greenville, Greenwood, Aiken, and Augusta (Ga.)

Motorists bound for the coastal section will probably pass through Greenville, Newberry, Columbia and Orangeburg to Charleston or branch off at Columbia and pass through Sumter for Georgetown.

*All the Places
We Have Not
Mentioned*

We have now completed our rather leisurely jaunt around the State. You have felt that some of the incidents we have mentioned were common knowledge to every schoolboy. Our excuse is that many South Carolina motorists are newcomers among us. They may never have had a chance to study our State history or they may be busy men and women who have long since forgotten their school histories.

On the other hand, there are many interesting places that we have not mentioned. Lack of space makes it impossible to describe them all. If we did not mention your favorite spot let us know. Write and tell us about it in your own words. A picture postcard illustration will help. Maybe we can include your contribution in a second edition.



“STANDARD” SERVICE

Complete from A to Z

Up-to-date Road Maps When it comes to getting the maximum of pleasure from your trip you can't do better than let "Standard" help you. Besides suggesting places for you to visit, it shows how to get there, by providing up-to-date and thoroughly accurate maps compiled especially for this book.

Then there are "Standard" road-markers to give you directions and distances and "Standard" signs to warn you of dangerous hills or crossings.

Best of all, there is "Standard" Gasoline to get you promptly to your destination and "Standard" Polarine Motor Oils and Greases to smooth the way.

The pleasure of your trip will be increased if you have complete freedom from motor troubles. The best oil costs so little more than the cheapest that it is poor economy to save a penny or two per quart.

The Chart Is Your Prescription "Standard" Polarine is a high quality motor oil that comes in the correct consistency for your engine. Look over the list on the following pages and note the correct oil for your particular car. Many cars take a different bodied oil in summer from what they need in winter. Different models of the same make sometimes take different thicknesses of oil. There is a special Polarine Motor Oil for Ford cars only.

Don't go by what you used to use three years ago or what your neighbor uses on a different make of car. Consult the chart, then you are sure to be right. When touring it is well to stick to one oil. A steady diet is just as important for your engine as it is for you when traveling. This presents no difficulty nowadays for you will find "Standard" Polarine Motor Oils on tap in every part of your State.

As the miles go by give a thought once in a while to your engine. The running of even the best engine is improved by keeping the proper level of good, clean, oily oil all the time. Even the best oil deteriorates with time, road dust and unburnt fuel. There is only one safe rule. Change your crankcase oil every five hundred miles in summer and even oftener in winter. It is rather a messy job, but nowadays with service stations equipped to do the job quickly for you, there is no excuse for faulty lubrication.

A "Standard" Lubricant for Every Need There are several other members of the "Standard" family that are invaluable aids to happy touring. "Standard" Flushing Oil, for instance, flushes out your crankcase thoroughly before you put in the new oil. If you drain the crankcase yourself, you can use one shot of the Flushing Oil several times over. If you have your draining done at a Service Station, be sure to ask for "Standard" Flushing Oil. It insures a thorough job and full lubrication from the new oil.

Then there is "Standard" Penetrating Oil, a fine oil which will work itself into the minutest space between springs and other closely fitting metal parts.

"Standard" Gear Oil is the thing for most transmissions and differentials, but here again it is best to consult the chart at the end of this book, as some makes of cars require "Standard" Polarine Lubricant B or BB.

The main thing is to use the right oil in the right place and use plenty of it. Then your trip will be all smooth sailing.



LUBRICATION CHART

THESE recommendations are made by the Automotive Engineers of the Standard Oil Co. (N. J.) on the assumption that the mechanical condition of the engines specified is consistent with reasonable care exercised in their operation and upkeep.

DO NOT DEVIATE from the correct consistency of oil as recommended without competent advice that such is necessary due to abnormal mechanical or operating conditions.

PASSENGER CARS	1925 Models					1924 Models					1923 Models				
	Motor			Transmission	Differential	Motor			Transmission	Differential	Motor			Transmission	Differential
	Summer	Winter	Cap. Qts.			Summer	Winter	Cap. Qts.			Summer	Winter	Cap. Qts.		
Allen.....						H	M		G	G					
Ambassador.....	H	M		G	G										
American Six.....	H	M		G	G	H	M	7	G	G	H	M	8	G	G
Anderson 41.....	M	M		G	G	H	M	6	G	G	H	M	6	G	G
Anderson 50.....	H	M		G	G	H	M	6	G	G	H	M	6	G	G
Apperson-Six.....	H	M	6	G	G	H	M	8	G	G					
Apperson-Eight.....	H	M	8	G	G	H	M	8	G	G	H	H	8	G	G
Auburn 6-43.....	M	M		G	G	H	M	6	G	G	H	M	5	G	G
Auburn 6-63.....	M	M		G	G	M	M	6	G	G					
Auburn-Eight.....	M	M	8	G	G										
Austin.....	M	M		G	G										
Barley Six.....						H	M	6	G	G	H	M	5	G	G
Bay State.....						H	M	6	G	G	M	M	6	G	G
Brewster.....						H	M	6	G	G	H	M	6	G	G
Buick-Four.....						H	M	4	G	G	H	M	4	G	G
Buick Standard Six.....	H	M	5	G	G										
Buick Master Six.....	H	M	6	G	G	H	M	6	G	G	H	M		G	G
Cadillac.....	H	M	7	G	G	H	M	7	G	G	H	H	7	G	G
Case (All models).....	H	M	6	G	G	H	M	6	G	G	H	M	6	G	G
Chalmers.....						H	H	7	G	G	H	H	7	G	G
Chandler.....	H	M		G	G	H	M		G	G	H	M	8	G	G
Chevrolet.....	H	M	4	G	G	H	M	4	G	G	H	M	4	G	G
Chrysler-Six.....	M	M	6	G	G	M	M	6	G	G					
Cleveland.....	H	M		G	G	H	M	6	G	G	H	M	6	G	G
Cole Eight.....	H	H	6	G	G	H	H	6	G	G	H	H	6	G	G
Columbia.....						H	M	6	G	G	H	M	6	G	G
Comet.....											H	M	7	G	G
Crawford.....						H	M	7	G	G	H	M	7	G	G
Cunningham.....	H	M	8	G	G	H	H	10	G	G	H	H	10	G	G
Dagmar.....	H	M		G	G	H	M	7	G	G	H	M	7	G	G
Daniels Eight.....											H	H	6	G	G
Davis 90.....	M	M	6	G	G	H	M	6	G	G					
Davis (All other models).....	H	M	6	G	G						H	M	6	G	G
Dodge.....	M	M	5	G	G	M	M	5	G	G	M	M	5	G	G
Dorris.....						H	H	8	G	G	H	H	12	G	G
Dort-Six.....						H	M	4	G	G	H	M	4	G	G
Duesenberg-Eight.....	H	H	6	G	G	H	H	6	G	G	H	H	6	G	G
Du Pont C.....	H	M	11	G	G	H	M	7	G	G					

"M" means **Standard** Polarine Motor Oil Medium; "H" means **Standard** Polarine Motor Oil Heavy; "X" means **Standard** Polarine Motor Oil Extra Heavy; "F" means **Standard** Polarine Motor Oil for Ford Cars; "G" means **Standard** Polarine Gear Oil; "BB" means **Standard** Polarine Lubricant "BB"; "B" means **Standard** Polarine Lubricant "B."

FOR ALL SEASONS: For chains use **Standard** Polarine Gear Oil; for hydraulic hoists use **Standard** Polarine Motor Oil Medium; for electric cars use **Standard** Polarine Motor Oil Heavy; for springs use **Standard** Penetrating Oil.

*Use **Standard** Polarine Motor Oil Extra Heavy during winter. **Oil from motor lubricates transmission.

PASSENGER CARS	1925 Models					1924 Models					1923 Models				
	Motor		Cap. Qts.	Transmission	Differential	Motor		Cap. Qts.	Transmission	Differential	Motor		Cap. Qts.	Transmission	Differential
	Summer	Winter				Summer	Winter				Summer	Winter			
Du Pont (All other models).....						H	H	...	G	G	H	H	...	G	G
Durant-Four.....	M	M	...	G	G	M	M	5	G	G	M	M	5	G	G
Durant-Six.....						H	H	...	G	G	H	H	6	G	G
Earl.....						H	M	...	G	G	H	M	6	G	G
Elcar-Four.....	H	H	5	G	G	H	H	5	G	G	H	M	6	G	G
Elcar-Six.....	H	M	...	G	G	H	M	6	G	G	H	M	8	G	G
Elcar-Eight.....	M	M	8	G	G										
Essex-Four.....											H	M	5	G	G
Essex-Six.....	H	M	5	G	G	H	M	4	G	G					
Fiat.....	H	M	...	G	G						H	H	...	G	G
Flint 40.....	M	M	6	G	G										
Flint E-55.....	H	M	6	G	G	H	M	7	G	G	H	M	...	G	G
Ford.....	F	F	4	**	B	F	F	4	**	B	F	F	4	**	B
Fox.....						H	H	...	G	G	H	H	6	G	...
Franklin.....	H	M	5	G	G	H	M	5	G	G	H	M	5	G	G
Gardner-Four.....	H	M	5	G	G	H	M	5	G	G	H	H	6	G	G
Gardner-Eight.....	H	M	8	G	G										
Gray.....	M	M	5	G	G	M	M	5	G	G	M	M	4	G	G
Hatfield.....						H	M	8	G	G	H	M	5	G	G
Haynes-Six.....	H	M	...	G	G	H	M	7	G	G	H	M	7	G	G
H. C. S.....	H	H	...	G	G	H	H	10	G	G	H	H	6	G	G
Hertz.....	M	M	...	G	G										
Hudson Super-Six.....	H	M	8	G	G	H	M	7	G	G	H	M	7	G	G
Hupmobile-Four.....	H	M	6	G	G*	H	M	4	G	G*	H	M	4	G	G*
Hupmobile-Eight.....	M	M	8	G	G*										
Jewett.....	H	M	8	G	G	H	M	6	G	G	H	M	6	G	G
Jordan-Six.....	H	M	7	G	G	H	M	7	G	G	H	M	7	G	G
Jordan-Eight.....	M	M	8	G	G										
King-Eight.....						H	H	8	G	G	H	H	8	G	G
Kissel-Six.....	H	M	8	G	G	H	M	6	G	G	H	M	6	G	G
Kissel-Eight.....	M	M	...	G	G										
Kline.....						H	M	6	G	G	H	M	5	G	G
Lafayette.....	H	M	...	G	G	H	M	7	G	G	H	H	7	G	G
Lexington.....	H	M	6	G	G	H	M	6	G	G	H	M	6	G	G
Lincoln.....	H	H	10	G	G	H	H	10	G	G	H	H	10	G	G
Locomobile.....	H	M	7	G	G	H	M	8	G	G	M	M	7	G	G
Locomobile Junior.....	M	M	...	G	G										
Marmon.....	H	M	10	B	G	H	M	10	B	G	H	H	14	B	G
Maxwell.....	H	M	4	G	G	H	M	4	G	G	H	M	4	G	G
McFarlan Six SV.....	M	M	10	G	G										

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PASSENGER CARS	1925 Models					1924 Models					1923 Models				
	Motor			Transmission	Differential	Motor			Transmission	Differential	Motor			Transmission	Differential
	Summer	Winter	Cap. Qts.			Summer	Winter	Cap. Qts.			Summer	Winter	Cap. Qts.		
McFarlan Six TV.....	H	H	10	G	G	H	H	6	G	G	H	H	6	G	G
Mercer.....	H	H	.....	G	G	.....	.....	.....	.....	.....	H	H	6	G	G
Moon-London 6-58.....	H	M	.....	G	G	H	M	6	G	G	H	M	7	G	G
Moon (All other models).....	M	M	.....	G	G	M	M	.....	G	G	M	M	7	G	G
Nash Special-Six.....	H	M	6	G	G	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nash Advanced-Six.....	H	M	8	G	G	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nash (All other models).....	.....	.....	.....	.....	.....	H	M	6	G	G	H	M	6	G	G
National.....	.....	.....	.....	.....	.....	H	M	10	G	G	H	H	.....	G	G
Oakland.....	M	M	4	G	G	M	M	4	G	G	H	M	4	G	G
Oldsmobile.....	M	M	6	G	G*	H	M	5	G	G*	H	H	6	G	G*
Overland-Four.....	M	M	6	**	G	M	M	6	**	G	M	M	6	**	G
Overland-Six.....	H	M	.....	G	G	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Packard-Six.....	M	M	9	G	G	M	M	9	G	G	M	M	9	G	G
Packard-Eight.....	M	M	6	G	G	M	M	7	G	G	.....	.....	.....	.....	.....
Packard Twin-Six.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	H	M	11	G	G
Paige.....	H	M	8	G	G	H	H	8	G	G	H	M	6	G	G
Peerless Twin-Four.....	.....	.....	.....	.....	.....	H	H	10	G	G*	H	H	10	G	G*
Peerless-Six.....	M	M	10	G	G*	M	M	10	G	G*	.....	.....	.....	.....	.....
Pierce-Arrow 33.....	H	M	11	G	G	H	M	11	G	G	H	M	11	G	G
Pierce-Arrow 80.....	H	M	9	G	G	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Premier.....	.....	.....	.....	.....	.....	H	H	6	G	G	H	H	6	G	G
R & V Knight.....	.....	.....	.....	.....	.....	H	M	9	G	G	X	M	.....	G	G
Reo.....	H	M	7	G	G	H	H	7	G	G	H	H	8	G	G
Rickenbacker.....	M	M	.....	G	G	M	M	7	G	G	M	M	6	G	G
Roamer (Cont.-Eng.).....	H	M	.....	G	G	H	M	.....	G	G	H	M	5	G	G
Roamer (All other models).....	H	H	.....	G	G	H	H	.....	G	G	H	H	8	G	G
Rollin.....	H	M	5	G	G	H	M	6	G	G	.....	.....	.....	.....	.....
Rolls-Royce.....	H	H	.....	G	G	H	H	6	G	G	H	H	6	G	G
Star.....	M	M	4	G	G	M	M	5	G	G	M	M	4	G	G
Stearns-Knight.....	M	M	.....	G	G	H	M	.....	G	G	H	M	10	G	G
Sterling Knight.....	H	M	.....	G	G	H	M	.....	G	G	H	M	.....	G	G
Stevens Duryea.....	.....	.....	.....	.....	.....	M	M	.....	G	G	M	M	12	G	G
Studebaker-Spec. & Big Six.....	H	M	8	G	G	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Studebaker (All other models).....	H	M	6	G	G	H	M	6	G	G	H	M	6	G	G
Stutz.....	H	H	12	G	G	H	H	.....	G	G	H	H	10	G	G
Velie.....	H	M	5	G	G	H	M	5	G	G	H	M	5	G	G
Westcott.....	H	M	6	G	G	H	M	6	G	G	H	M	6	G	G
Wills Sainte Claire.....	H	M	8	G	G	H	M	8	G	G	H	M	5	G	G
Willys Knight.....	H	M		G	G	H	M	6	G	G	H	M	6	G	G
Winton.....						H	M	8	G	G	H	M	12	G	G

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ELECTRIC LIGHTING UNITS

AUTOMOBILE NAME	Sum- mer	Win- ter	AUTOMOBILE NAME	Sum- mer	Win- ter
Allis-Chalmers (70 K.W.).....	X	H	National.....	H	M
Allis-Chalmers (All others).....	H	H	Owen Dyneto.....	H	H
Budda.....	H	H	Regalite.....	H	H
Delco-Light.....	M	M	Silent Alamo.....	M	M
Fairbanks-Morse.....	H	M	Sturtevant.....	H	H
Farmelectric.....	M	M	Sunbeam.....	M	M
Genco-Light.....	H	M	Western Electric.....	H	H
Holt Power Light.....	M	M	Westinghouse.....	M	M
Kohler.....	M	M	Willys-Light.....	H	H
Lalley.....	M	M	Wisconsin.....	H	M
Liberty.....	M	M			

TRACTOR LUBRICATION

TRACTOR NAME	Sum- mer	Win- ter	TRACTOR NAME	Sum- mer	Win- ter
Allis-Chalmers (6-12 Ton).....	H	H	Holt (Model 45).....	H	H
Allis-Chalmers (All other models).....	X	H	Holt (All other models).....	X	H
Allwork.....	X	H	Huber.....	X	H
American La France.....	H	H	Indiana.....	H	H
Avery (5-10).....	H	H	International.....	H	H
Avery Planter and Cultivator.....	H	M	Knox.....	X	H
Avery (All other models).....	X	H	Leader.....	X	H
Bates (40).....	X	H	Liberty.....	H	H
Bates Steel Mule.....	X	H	Little Giant.....	X	H
Beeman.....	H	H	Lombard.....	X	H
Best (5 Ton).....	H	H	Midget.....	H	H
Best (10 Ton).....	X	H	Mogul.....	X	H
Buffalo.....	X	H	Moline Universal.....	H	M
Case.....	X	H	Oil Pull.....	X	H
Chase.....	X	H	Oliver.....	X	H
Cletrac.....	X	H	Samson.....	X	H
Do-It-All.....	X	H	Shaw.....	X	H
E. B. (All models).....	X	H	Titan.....	X	H
Fordson (Using Kerosene).....	X	H	Traylor.....	H	H
Fordson (Using Gasoline).....	H	H	Twin City.....	X	H
Frick.....	X	H	Utilitor.....	H	H
Happy Farmer.....	X	H	Waterloo (Model N).....	X	H
Hart Parr.....	X	H	Wisconsin.....	X	H
Heider (Cultivator).....	H	H	Wonder (All models).....	H	H
Heider (All other models).....	X	H			

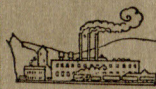
"M" means **Standard** Polarine Motor Oil Medium; "H" means **Standard** Polarine Motor Oil Heavy; "X" means **Standard** Polarine Motor Oil Extra Heavy; "F" means **Standard** Polarine Motor Oil for Ford Cars; "G" means **Standard** Polarine Gear Oil; "BB" means **Standard** Polarine Lubricant "BB"; "B" means **Standard** Polarine Lubricant "B."

FOR ALL SEASONS: For chains use **Standard** Polarine Gear Oil; for hydraulic hoists use **Standard** Polarine Motor Oil Medium; for electric cars use **Standard** Polarine Motor Oil Heavy; for springs use **Standard** Penetrating Oil.

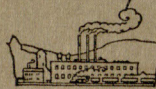
*Use **Standard** Polarine Motor Oil Extra Heavy during winter. **Oil from motor lubricates transmission.



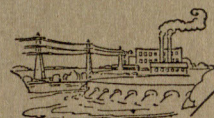
Caesar's Head



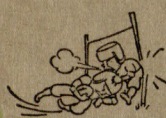
Greenville



Spartanburg



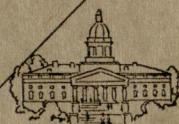
Great Falls



Clemson College



Laurens



Columbia



Aiken



THE INDUSTRIES AND
AMUSEMENTS IN THE
WESTERN PART OF THE
STATE OF SOUTH CAROLINA



STANDARD